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MINISTRY OF TRANSPORTATION AND HIGHWAYS

ANNUAL REPORT

1998–1999

BRITISH COLUMBIA

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Lieutenant Governor of the
Province of British Columbia

May It Please Your Honour:

I am pleased to submit the Annual Report of the Ministry of Transportation and Highways for the period April 1, 1998, to March 31, 1999.

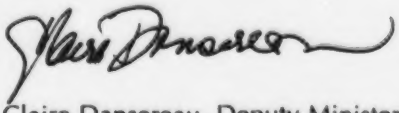
Harry Lali

Honourable Harry S. Lali
Minister of Transportation and Highways

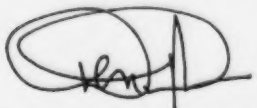
Honourable Harry S. Lali
Minister of Transportation and Highways
Parliament Buildings
Victoria, BC

We have the honour to submit the Annual Report for the fiscal year ending March 31, 1999.

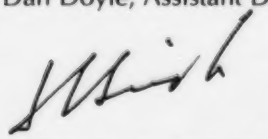
Respectfully submitted,



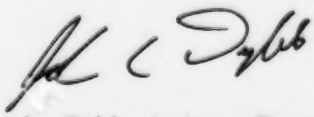
Claire Dansereau, Deputy Minister



Dan Doyle, Assistant Deputy Minister, Highway Operations



Har Singh, Assistant Deputy Minister, Management Services and Motor Vehicles



John Dyble, Assistant Deputy Minister, Planning and Major Projects

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June 2000

The past fiscal year has been a busy one for my ministry and for our province's roadbuilding industry. The benefits flowed to many British Columbia communities. Road works benefit everyone. By developing a safe and efficient highway system that is integrated with other transportation modes, the government of British Columbia promotes the diversification of regional economies and fosters the growth of new industries. That creates new opportunities for local businesses and puts more dollars into the wallets of families.

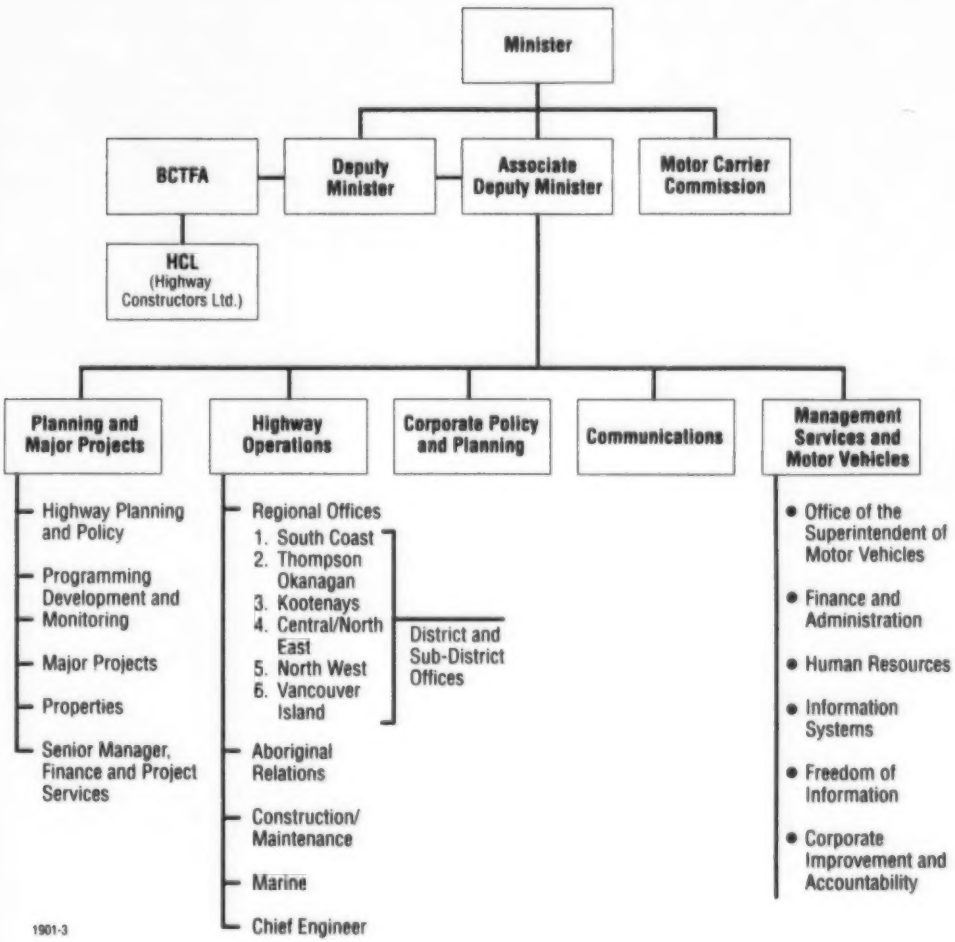
British Columbia is Canada's gateway to the Pacific. The roads serving our seaports are of national importance. The increased funding to transportation projects this year was, in part, an acknowledgement that we must upgrade our highways to meet the competitive challenges coming from world markets, particularly those south of our borders in the United States.

In delivering these works, my ministry is fortunate to be staffed by a first-class group of employees. We are equally lucky to work with a strong, vibrant and progressive road building industry. The high calibre of the resulting mix is essential to making these huge investments in highway infrastructure successful in helping regional economies.

I look forward to receiving your comments on this report.

Harry S. Lali
Minister of Transportation and Highways

Organizational Chart 1998-1999



Organizational Structure of the Ministry and Responsibilities

With headquarters in Victoria, the ministry delivers road transportation services to people, businesses and communities through a network of six regional operations in Terrace (North West Region), Prince George (Central/North East Region), Kamloops (Thompson-Okanagan Region), Nelson (Kootenays Region), Burnaby (South Coast Region) and Nanaimo (Vancouver Island Region), and 23 district offices around the province.

The ministry has three departments and two corporate branches with a workforce of 2,585 as at March 31, 1999.

The ministry works with other agencies and ministries, notably the BC Transportation Financing Authority, BC Transit, BC Ferry Corporation, Insurance Corporation of British Columbia, Ministry of Employment and Investment, Ministry of Finance and Corporate Relations, and local governments.

The Executive Committee comprises the deputy minister, associate deputy minister, three assistant deputy ministers, each heading a department, and directors of the corporate policy and planning branch and the communications branch – seven in all.

A brief description of the three departments and two corporate branches follows:

Planning and Major Projects

This department is responsible for planning the highway system and implementing large-scale capital projects, which currently include the Vancouver Island Highway Project, Trans-Canada Highway improvements in the Lower Mainland and between Cache Creek and the Rockies, and proposed improvements for the Okanagan Lake Crossing. It works closely with the BC Transportation Financing Authority on major planning initiatives to develop a multi-modal, integrated transportation system for the Province. It is also responsible for leading the improvement of project management practices within the ministry and for coordinating and leading land acquisition policies and procedures for the ministry across the province.

Highway Operations

This department is responsible for delivering road maintenance, rehabilitation, minor capital and development approval programs through regional and district offices. It also has responsibility for inland marine operations, involving 17 routes, of which two are contracted to the private sector. Through its three headquarters branches, it establishes standards and provides expert advice in the areas of engineering, construction, maintenance, claims resolution and aboriginal relations.

Management Services and Motor Vehicles

This department is responsible for supporting the core business activities of the ministry through the provision of internal services, including finance, administration, human resources, information services, freedom of information and accountability. It encompasses the Office of the Superintendent of Motor Vehicles, which oversees driver medical reviews and driver improvements programs and hears appeals of administrative decisions made by the Insurance Corporation of British Columbia relating to motor-vehicle-sector issues, notably commercial driving schools and designated inspection facilities.

Corporate Policy and Planning

This branch leads the development and coordination of initiatives that assist the ministry in achieving government policy priorities, including corporate-level planning. The branch provides leadership in key areas of policy development related to multi-modal transportation, motor carrier regulatory reform and corporate issues, as well as stakeholder consultation and the ministry's legislative program. It supports the office of the deputy minister through policy advice and project delivery.

Communications Branch

This branch provides guidance, counsel and support to the minister and all areas of the ministry on communications policy, issues management, media relations, marketing and communications planning. It develops, implements, controls, delivers and evaluates ministry internal and external communications activities.

The minister is chair of the BC Transportation Financing Authority board of directors and is responsible for the Motor Carrier Commission and the Commission's Reconsideration Panel.

Regions and Districts

Regions and Districts

Region 1 South Coast Region
- 4 - Howe Sound District
- 5 - Electrical District
- 6 - Lower Mainland District
- 7 - Fraser Valley District

Region 2 Thompson-Okanagan Region
- 8 - South Okanagan District
- 13 - Okanagan-Shuswap District
- 14 - Nicola District
- 15 - Thompson District
- 17 - Cariboo District

Region 3 Kootenay Region
- 9 - Kootenay Boundary District
- 10 - Central Kootenay District
- 11 - East Kootenay District
- 12 - Selkirk District

Region 4 Central-Northeast
- 18 - North Cariboo District
- 19 - Fort George District
- 20 - Robson District
- 21 - South Peace District
- 22 - North Peace District

Region 5 Northwest Region
- 24 - Lakes District
- 25 - Bulkley Nass District
- 26 - Skeena District
- 28 - Stikine District

Region 6 Vancouver Island
- 1 - South Island District
- 2 - Central Island District
- 3 - North Island District

The Legislative Mandate

At March 31, 1999, the Ministry of Transportation and Highways was responsible for the following acts:

- Ministry of Transportation and Highways Act (excluding Section 34 and Sections 36-43), which creates the ministry, sets out its mandate, and authorizes the collection of tolls for the Coquihalla Highway;
- Highway Act, which deals with the establishment, maintenance, alteration and regulation of public highways in the province, including bridges and tunnels;
- Motor Vehicle Act, which makes the ministry responsible for rules of the road, traffic control device standards, and the authorities for the Office of the Superintendent of Motor Vehicles. The Insurance Corporation of British Columbia is responsible for the remainder of the Act;
- Commercial Transport Act, which establishes legislation and licensing provisions for commercial vehicles, as well as commercial vehicle configuration and safety standards. The ministry directly administers Section 3 (road building machines) and jointly administers Sections 1, 4, 5, 8 and 11 with the Insurance Corporation of British Columbia).
- Ferry Act, which permits the ministry to provide for inland ferry services directly or through contractors;
- Highway (Industrial) Act, which, in combination with other acts, governs the operation of vehicles on private resource roads;
- Highway Scenic Improvement Act, which allows the ministry to impose regulations requiring the removal of unsightly accumulations on property adjacent to highways or sections of highways designated as scenic routes;
- Motor Carrier Act (except section 54), which establishes the Motor Carrier Commission and the Reconsideration Panel, and sets out licensing provisions and tariff requirements for motor carriers;
- Riverbank Protection Act, which enables the Lieutenant Governor in Council to take appropriate measures to prevent encroachment of a river on its banks;
- Transportation of Dangerous Goods Act, which sets out the regulations and standards for the movement of trucks of dangerous goods within the province; and
- Railway Act, which assigns responsibility for railway incorporation and institutional matters to the Ministry of Transportation and Highway, with the Ministry of Municipal Affairs responsible for safety and inspection provisions.

Ministry Strategic Direction

Ministry Vision

The vision of the Ministry of Transportation and Highways is a vibrant economy supported by a safe, excellent transportation system, consistent with government priorities.

Ministry Mission

The mission of the Ministry of Transportation and Highways is to plan, build and operate a safe, efficient and reliable provincial highway system that meets the social and economic needs of BC residents, businesses and communities, and to act as a partner and advocate for a viable integrated transportation network throughout the province.

Strategic Plan

The Strategic Plan is developed within the context of current government priorities, the internal and external environment and progress towards existing strategies. The process of developing the Strategic Plan defines the ministry's corporate vision, refocuses the ministry's mission and goals, and identifies key strategies for a two-year period. The Strategic Plan is the framework upon which the Business Plan is developed.

Business Plan

The Business Plan describes the ministry's key initiatives and shows how resources will be allocated so the ministry may achieve its strategies, goals, mission and vision.

Values and Management Principles

The ministry's organizational behavior is based on a respect for diversity in the workplace and diversity in the communities served, as well as respect for the values, principles and opinions of staff members, partners, customers and the public. The ministry strives for improvement, fiscal prudence, flexibility, creativity and innovation so it can deliver a quality service yielding value for money.

The ministry is responsive to the priorities of Cabinet and the Legislative Assembly. It works hard to develop initiatives to reduce costs and achieve the greatest benefit to the public by fostering close working relationships and partnerships with other

provincial ministries and agencies, in particular the BC Transportation Financing Authority (BCTFA), the federal government, First Nations, local governments, business, labor and stakeholder organizations. It strives to maximize social and economic benefits of implementing highway investments in response to priorities set by the BCTFA Board of Directors. It aims to utilize resources wisely and be a leader in environmental protection. It employs strategic and innovate thinking. It supports staff development and opportunities for on-going learning, and encourages a team approach in which trust and respect are demonstrated for each other, partners and stakeholders through open and honest communication.

Environmental Scan

The key areas affecting the ministry in the 1998/99 Environmental Scan were:

- Increasing impacts of transportation on climate change
- Transportation funding
- Urbanization and growth
- International economy
- Aging infrastructure
- Technological change
- Pressures on the land base
- Environmental concerns
- Aboriginal matters
- Availability of skilled human resources

Government Priorities

The ministry supported government priorities in the areas of:

- Protecting and creating jobs
- Supporting children and families
- Protecting health and reducing health care costs
- Public safety and crime prevention
- Environment stewardship

Ministry Goals

The ministry strives to ensure its activities are consistent with government priorities, recognizing that initiatives must be ranked according to the availability of limited resources.

The goals of the ministry are to promote the provincial investment in highway assets and to provide an efficient and sustainable transportation system that promotes economic development and safe movement of people and goods, ensures access to facilities and markets, protects and creates jobs, reduces the number of accidents, and is cost-effective for users.

The ministry encourages environmental protection by implementing sound environmental practices in its programs. It seeks a positive relation with First Nations. It embraces consistent, coordinated and effective planning and policy development and appropriate business support functions, including sound fiscal management, accountability measures, a diverse, skilled and competent workforce, advanced technology, and effective communications both internally and externally.

HIGHLIGHTS

April 1998

- The province announced more than $66 million would be spent on road improvements in northern BC, more than double the amount invested in the previous year.

August 1998

- After almost a decade of negotiations, the province and the City of Kelowna reached an agreement on transferring responsibility for 170 km of roads within city boundaries to the City.

September 1998

- Transportation ministers from across Canada agreed to work together to inform Canadians about the benefits of a national transportation investment strategy.

October 1998

- Work began on the $16.4 million Monte Creek Interchange and related road improvements at the junction of Trans-Canada Highway and Highway 97 east of Kamloops, one of first of a number of planned improvements for the Trans-Canada Highway between Cache Creek and the Alberta border.
- The minister opened High Occupancy Vehicle (HOV) lanes on the Trans-Canada Highway between Grandview Highway and Cape Horn in the Lower Mainland.

December 1998

- The province announced the Inland Island Highway between Courtenay and Campbell River would be expanded to four lanes with a Miracle Beach Connector in response to requests from local government and residents.

January 1999

- The government began a series of Open Houses on the corridor management plan for the 525-km stretch of the Trans-Canada Highway between Cache Creek and the Alberta border. The open houses allowed the public to review the study process and improvement options.

- The province announced BC's commercial truckers would no longer have to pay an annual $100 fee.
- Labour Arbitrator Stan Lanyon was appointed to study and report on the state of the taxi industry in British Columbia. Regulations, service quality, the economic heath of the industry, driver education and driver and vehicle safety were all to be examined.

February 1999

- A $9.6-million contract was awarded to design and build a new interchange on Highway 99 in South Surrey under a unique cost sharing agreement involving the BC Transportation Financing Authority and the City of Surrey. The province offset its share of the project costs by selling adjacent surplus lands. The arrangement was a first for the province.

Summary of Highway Work Conducted in 1998/99

Kilometres of roads paved	2,540
Lane-kilometres of new roads built	340
Major Projects	288 km
Minor Capital Projects	52 km
Number of bridges rehabilitated	30
Number of new bridges built	30

Corporate Performance Measures

Maintenance

Roads maintained in km 84,380

Maintenance cost per km $4,041

Quality assurance rating for contractors ..... 0.91 (maximum = 1)

Rehabilitation

Number of lane km treated 2,540

Pavement condition
(Pavement condition index Percentage of km deemed good/excellent)

Primary Highways (1997/98) 75%
Secondary Highways (1996/97) 65%

Bridge condition
(Percentage deemed good/excellent) 78%

New Capacity

Kilometres of new lane construction 120

Traffic congestion
(percentage of vehicle km traveled in conditions where volume to capacity ratio exceeds 0.9)

Rural System ..... 0.5 %
Urban System 15%

Overall weighted average 4.4%

Highway Safety

Fatalities (per 100 million vehicle km traveled) 1.08

Serious injuries (per 100 million vehicle km traveled) 28.40

Jobs

Direct jobs created 8,582

Indirect jobs created 3,481

Revenue Generation

Coquihalla Highway tolls $38,854,868

Other highway revenue $3,422,432

MVB/ICBC revenue $384,051,175

TOTAL Highways related revenue $426,328,475

Absenteeism

Losses due to sick absence by all employees

Average number of days per employee 5.42

Percentage of hours per number of regular hours 2.74%

Employment equity representation
includes employees and auxiliaries

Aboriginal ..... 47 (up 0.4% in regular hires)

Persons with disabilities ..... 136 (up 0.5% in regular hires)

Visible minorities ..... 131 (up 0.2% in regular hires)

Women at under-represented levels .... 264 (up 0.3% in regular hires)

Department Achievements

Planning and Major Projects

Provincial Highway Plan

- The department delivered the draft Provincial Highway Plan which provides strategies for the management and improvement of the highway system, consistent with the provincial transportation plan described in Going Places: Transportation for British Columbians.

Corridor Management Plans

- The department worked with regional staff on several corridor management plans (CMP) and highway system plans to improve efficiency and sustainability of the road transportation system. Drafts were completed for Trans-Canada Highway CMP between Cache Creek and the Alberta border, Highway 97 CMP between Cache Creek and Mackenzie Junction, and Highway 11 CMP. The existing and alternative corridor evaluation portion of the Okanagan Valley Transportation Plan was provided to the BCTFA.

Lower Mainland Planning Studies

Work was initiated or continued on:

- The South Fraser Perimeter Road Study to determine the best option to four-lane the corridor between Highway 91 and Highway 15.
- The Cape Horn Area Network Study to examine the feasibility of adding a fifth lane to Port Mann Bridge and to identify long-term requirements for another Fraser River crossing at this location of the Trans-Canada Highway.
- The New Westminster Corridors Study to identify and define impacts on the highway and local street network if two recommendations contained in the Transport 2012 and Lower Mainland System Report were implemented.
- A Highway 99 study to develop a corridor management plan from Horseshoe Bay to the junction with Highway 97.

Plans and Studies

- The department developed options on access management, corridor protection, and an integrated provincial/municipal road policy. It participated on the National Transportation Table of Greenhouse Gas Emissions, the Policy and Planning Support Committee to Deputy Ministers on national and inter-

provincial issues, and in meetings to procure federal funding for a National Transportation Investment Strategy. As well, the department coordinated the ministry's participation in the Transportation Association of Canada.

- The Landmark Kilometre Inventory Update project was completed, creating a common method for identifying the location of events and inventory along provincial roads, and Value Analysis/Value Engineering Guidelines were developed for use on capital projects delivered by the ministry.

- Phase 1 of the enhanced Property Acquisition and Inventory Management System (PAIMS) was completed and rolled out, and a quality assurance review on property administration Region 1 was carried out.

Vancouver Island Highway Project

- The project delivered 64 lane-km of new road construction and 10 bridges during 1998/99, costing $110.9 million, with $67 million for construction, $28 million for property acquisition and $17 million for engineering. By March 1999, the project, begun in 1980, was 80% complete with an estimated $250 million of work outstanding. Detailed design was in progress for the section between the Cumberland Interchange and Campbell River. Construction started on the improving the section from Duncan to Ladysmith, and frontage roads in Ladysmith. Construction continued on the Mud Bay to Courtenay section, with paving completed as far as Tsable River. Construction started on the South Courtenay Connector and a section of the Campbell River Bypass between 18th Street and Coulter Road.

Trans-Canada Highway – Cache Creek to Alberta Border

- Construction continued on the Monte Creek Interchange. Project identification and detail design was initiated for future delivery of the program. Spending totaled $11 million.

Okanagan Lake Bridge Project

- A design consultant was selected and detail work commenced. Spending totaled $1.8 million.

Trans-Canada Highway HOV Lanes

- Construction of the project was completed, delivering HOV lanes and full illumination along a 32-km corridor. The Willingdon Ramp was relocated and Cape Horn Ramp extension finished. Almost $28.5 million was spent during the year, bringing the final cost of all work to $62 million.

Port Mann Improvement Project

- This project was announced in March 1999 with a total cost of $74 million, following the completion of a feasibility study that supported adding a fifth lane to the bridge. A detailed design of the bridgework was initiated during

the year and the project scope was expanded to include new ramp connections to the Trans-Canada Highway westbound from both the Lougheed Highway and the Mary Hill Bypass, as well as laning improvements along the Lougheed Highway.

Highways Operations

Maintenance Programs

- The ministry delivered a high standard of maintenance in 1998/99. Private sector contracts in 28 maintenance contract areas totaled $312 million.

Rehabilitation and Minor Capital Programs

- During 1998/99, the ministry delivered minor capital and rehabilitation programs to ease congestion, reduce accidents and enhance the movement of people and goods. Approximately $222 million was invested, with $197 million funded by the BC Transportation Financing Authority; $72 million was spent on roads in the northern part of the province.
- Projects included construction of passing lanes, intersection improvements, road and bridge resurfacing, bridge rehabilitation, seismic retrofits, rock stabilization, road upgrades and marine service improvements.
- A total of 78 minor highway capital projects were undertaken, involving an investment of $49.6 million. They included:
  - Relocation of the access road from Highway 101 to Jack Road with a dedicated left-turn bay at the highway intersection.
  - Construction of 1.5-km westbound passing lane on the Trans-Canada Highway west of Sicamous.
  - Construction of an arrestor bed at the Kootenay Bay Ferry Terminal to stop runaway vehicles, expansion of the holding area, and an additional lane to improve access to Scott Road.
  - Construction of two passing lanes on Highway 97 about 10 km north of Quesnel, one in the northbound lane from Dahl Road north for 2.75 km and the other in the southbound lane from Browning Road extending the existing passing lane by almost 2.5 km. Construction also of passing lanes on Highway 97 just south of Hixon, creating a 1.7-km extension to the southbound truck climbing lane near York Road and a new 2.4-km northbound passing lane at Yardley Road.
  - Reconstruction of a 30-km section of Highway 37 between Bell 1 and Deltaic, including repairs to the base, ditching, culvert installation,

graveling and sealcoating to minimize potholes, reduce dust and provide a smoother riding surface.

- Reconstruction of three roads north of Port Alberni – Smith, Batty and Debeaux – to enhance safety and improve main access to the McLean Mill National Historic Site.

- An investment of $147.2 million through the BC Transportation Financing Authority was also made to restore and the improve existing highway system to protect the infrastructure, lower maintenance costs and enhance safety. Projects included:

  - Paving 2,540 lane km, including Highway 101 between Saltrey Bay and Powell River, Highway 5 between Juliet Creek and Dry Gulch Bridge, Highway 3A between Nelson Bridge and Balfour, Highway 97 between Honeymoon Creek and Bijoux Falls and between Hodder Lake and Morcheau Lake, and Highway 4 between Sproat Lake and Sutton Pass. Six bridge decks were replaced, including the Swan Lake Overpass, and Hansard and Anlaw bridges.

  - Replacing 30 bridge structures, including Birkenhead Causeway, Marshall Creek and Willow Creek bridges, and carrying out evaluations or design work on 37 other structures.

  - Undertaking five seismic retrofits, including Oak Street and Ironworkers Memorial bridges, and initiating design work on another 16 structures.

  - Undertaking 146 safety projects in warranted locations throughout the province, including 36 cost-shared with ICBC. A runaway lane was installed at Duffy Lake, a brake check area was created on Highway 33 east of Kelowna, intersection improvement was made on Highway 97 at Chasm Road, and various side roads in McBride were hard-surfaced for the first time.

Headquarters Programs

- Corridor geometric guidelines were developed to ensure design strategies used to expand, preserve and rehabilitate the road system would result in optimum levels of service with the available funds.

- Some $1.8 million worth of remedial work was carried out in a partnership program with ICBC to correct identified safety hazards along the highways.

- More than 446 person/months of work were provided to young people in Capital and Rehabilitation programs under the Youth Employment Plan.

- A design/build initiative was developed in partnership with BCTFA and the City of Surrey to deliver a new interchange at Highway 99 and 32nd Avenue in Surrey.
- The ministry successfully worked with the Popkum, Kamloops, Gitanyow, Chemainus, Penticton and Kitsumkalum First Nations to resolve nine outstanding right of way issues through Indian reserves. In addition, the ministry worked with First Nations and legal counsel to eliminate or minimize the potential of ministry road construction or maintenance infringing on aboriginal rights or title. The ministry also contributed to the Province's treaty negotiation process designed to build a new relationship with First Nations.
- A "Best Practices" project was initiated to streamline operations and reduce administrative effort. Six specific business practices were chosen for evaluation and review.

Management Services and Motor Vehicles

Management Services

- The ministry entered into and implemented service agreements with the Ministry of Fisheries, Ministry of Agriculture and Food and a number of associated commissions and Crown corporations to provide support services, including finance administration, human resources, freedom of information, records management and accounting services.
- The ministry also entered into and implemented an agreement with the Ministry of Small Business, Tourism and Culture to provide human resources and payroll services.
- The department ensured sound financial management practices and effective budget management processes were followed.
- The department initiated implementation of the ORACLE financial system for the ministry as well as for the Ministry of Fisheries and the Ministry of Agriculture and Food.
- Development of a human resources intranet site was begun.
- Information technology infrastructure was upgraded, involving the replacement of all 1000 remaining ministry-owned personal computers with leased NT workstations.
- Work was completed on the Communications Management and Bridge Management applications to allow phase out of the MARK IV program at the Information Technology Systems Division of the Ministry of Advanced Education.

- Twenty-four Year 2000 projects were completed representing 74.1% of the total required to be undertaken.
- Revisions were completed to the Highways Operational Records Classification System (ORCS).

Office of the Superintendent of Motor Vehicles

- Phase 2 of the ICBC/Motor Vehicle Branch merger was completed with the transfer of 350 staff involved in business functions to ICBC.
- The new Office of the Superintendent of Motor Vehicles (OSMV) was established and staffed, and its management functions integrated with the ministry.
- A review of the OSMV programs was undertaken, resulting in the Business Improvement Project. The programs include Administrative Driving Prohibition, Vehicle Impoundment, Appeals to ICBC Driver Licensing Decisions, Show Cause Hearings,. Driver Fitness and Driver Improvement.

Corporate Policy and Planning Branch

- In 1998/99, the branch led the Province's response to the federal government's planned economic deregulation of the national and provincial bus industries. The branch also worked with stakeholders and conducted a major symposium on bus industry issues to obtain feedback and to develop recommendations.
- It directed the Province's participation in ongoing implementation of the British Columbia / Yukon Memorandum of Understanding, which was developed to resolve inter-jurisdictional issues related to transportation.
- In conjunction with the Office of the Superintendent of Motor Vehicles, the branch developed options to eliminate red tape for the province's trucking industry.
- It also led the Province's participation in the Estey Review on Grain Handling and Transportation, working with Alberta, Saskatchewan and Manitoba to prepare two submissions.
- The branch implemented new processes and formats for the ministry's planning, monitoring and reporting cycle and led in the development of the ministry's Strategic and Business plans.
- Corporate Policy and Planning also produced a framework for consulting with ministry stakeholders, and facilitated and advised on ministry stakeholder consultation plans, such as the consultation involved in the Highway 11 Corridor

Management Study and the Service and Attraction Sign program Stakeholder Advisory Committee.

- The branch provided secretariat support to the taxi industry study conducted by Stan Lanyon, Q.C., which was undertaken to provide recommendations on the financial condition of the industry, the regulatory environment, service quality, driver education and safety issues.
- It also partnered with the Highway Operations department to develop criteria and implement the return of identified arterial highways to municipal governments.
- The branch worked with the Planning and Major Projects department on federal / provincial / territorial initiatives, including the interjurisdictional release of the National Highway Reports.
- Corporate Policy and Planning led and managed the ministry's legislation program, including the development of new legislation, regulations and Orders in Council.
- It developed the regulatory framework and provided support for the establishment of the Esquimalt and Nanaimo Railway Company (1988) Ltd., which began railway freight operations on Vancouver Island on January 1, 1999.
- The branch assessed impacts, identified issues and developed policy positions for major federal and inter-governmental initiatives and issues. These included the air navigation system, maritime and marine policies, grain transportation, multi-modal transportation, cross-border corridors and air, rail and marine international pre-clearance procedures.
- Corporate Policy and Planning assessed impacts, monitored and provided advice on provincial interests and responses regarding major initiatives by the private sector transportation interests, such as national railways and airlines.
- The branch also provided research and policy analysis, advice and/or support to the Office of the Superintendent of Motor Vehicles and other ministry departments.

Communications Branch

- In 1998/99, the branch organized government and ministry communications for much of the 1998/1999 Highway Capital Plan delivery, notably the Vancouver Island Highway Project, the Northern Roads Initiative and various actions responding to Premier's Summits in Prince George, Kamloops and Castlegar.
- It directed communications and marketing for the Trans-Canada Highway

HOV project, and organized consultation and open houses for the Trans-Canada Highway Corridor Management Plan and the Highway 11 Corridor Management Study.

- The branch worked with the BC Transportation Financing Authority and other provincial agencies and the Greater Vancouver Regional District to produce Lanes, Trains and Automobiles, a two-part television documentary that attracted an estimated 50,000 viewers.
- The branch developed a communications program for the Office of the Superintendent of Motor Vehicles and worked with ICBC to identify issues of mutual interest and clarify communications roles and responsibilities as the corporation took on Motor Vehicle Branch responsibilities.
- The branch extended the ministry web site to include information relating to most ministry branches and a number of major projects.
- The branch undertook an audit with the executive, headquarters branch directors and regional directors on enhancing communication activities in the future.

Partner Organizations

BC Transportation Financing Authority

The BC Transportation Financing Authority (BCTFA) is a crown corporation that works closely with the ministry in many areas, notably transportation planning, project development and project delivery.

Established by the Build BC Act (1993), the corporation's mandate is to "...plan, acquire, construct, improve or cause to be constructed or improved transportation infrastructure throughout British Columbia, and to do such other things as the Lieutenant Governor in Council may authorize."

The corporation is governed by a five-member board of directors, all of them elected members of government. The chair is the Minister of Transportation and Highways.

The corporation has two operating arms: a Planning and Evaluation Division and a Project Development and Financing Division. It is based in Victoria and has a branch office and a Lions Gate Project office in Vancouver.

Part of its mandate is to fulfill the BC21 objectives with regard to economic development, job creation goals and ensuring that all regions of the province benefit from economic expansion and diversification. It does this by encouraging public and private sector investment and job creation activities in an innovative manner and by promoting training and investment in people.

The BCTFA is committed to creating training and employment opportunities for traditionally disadvantaged groups, notably women, aboriginal people and people with disabilities. The BCTFA produced the provincial transportation strategy Going Places.

In April 1997, the BCTFA took responsibility for the Lions Gate project as it moved into the project development phase. The ministry joined the project in a supporting role, providing engineering services and consulting services with respect to aboriginal relations and environmental management.

For further information on the corporation, phone the BCTFA Communications Branch at (250) 356-0981, visit the offices on the third floor of the Waddington Building at 940 Blanshard Street in Victoria, or write to BC Transportation Financing Authority, Box 9900, Stn Prov Govt, Victoria, BC V8W 9R1.

Motor Carrier Commission and Reconsideration Panel

The Motor Carrier Commission (MCC) is an independent commission of the Province of British Columbia, reporting to the legislature through the Minister of Transportation and Highways.

Created in 1973 with the abolition of the Public Utilities Commission that had administered the Motor Carrier Act since 1939, it regulates the transportation of goods or persons by for-hire motor vehicles in the province. It derives its authority from the Motor Carrier Act, and also under delegation from the Government of Canada, pursuant to the Motor Vehicle Transport Act (1987).

The MCC regulates motor carriers, including commercial trucks, buses and taxis, moving both inside and outside the province, with the aim of promoting an adequate and efficient service, a healthy industry, safe highways, and fair and reasonable charges.

It has authority to make investigations, inquiries, regulations and orders, and may hold public hearings to further investigate applications.

The MCC's operating arm is the Motor Carrier Department of the Insurance Corporation of British Columbia, which accepts applications, conducts investigations, issues licences, and collects revenue on behalf of the commission. In cooperation with other agencies, the department participates in various compliance activities, including road checks. It also investigates complaints and conducts random audits of records of licensed motor carriers.

The Insurance Corporation of British Columbia

The Insurance Corporation of British Columbia (ICBC) is a provincial Crown Corporation established in 1973 to provide universal auto insurance to BC motorists. In addition, the Corporation is responsible for driver and vehicle-related services, including commercial vehicle compliance.

The ministry, through the Office of the Superintendent of Motor Vehicles (OSMV), delegates to ICBC certain responsibilities affecting drivers with bad records. These include the ability to warn or prohibit a driver who has accumulated points for traffic violations beyond an acceptable level.

ICBC administers driver fitness standards for new drivers or for drivers applying for a higher classification of license, as prescribed by the OSMV.

The OSMV is empowered to review ICBC licensing decisions, through appeals, such as refusing to issue a driver's license, or through hearings, such as restricting or removing a National Safety Code certificate.

The Corporation also works with the ministry to identify hazardous locations on the provincial highway system.

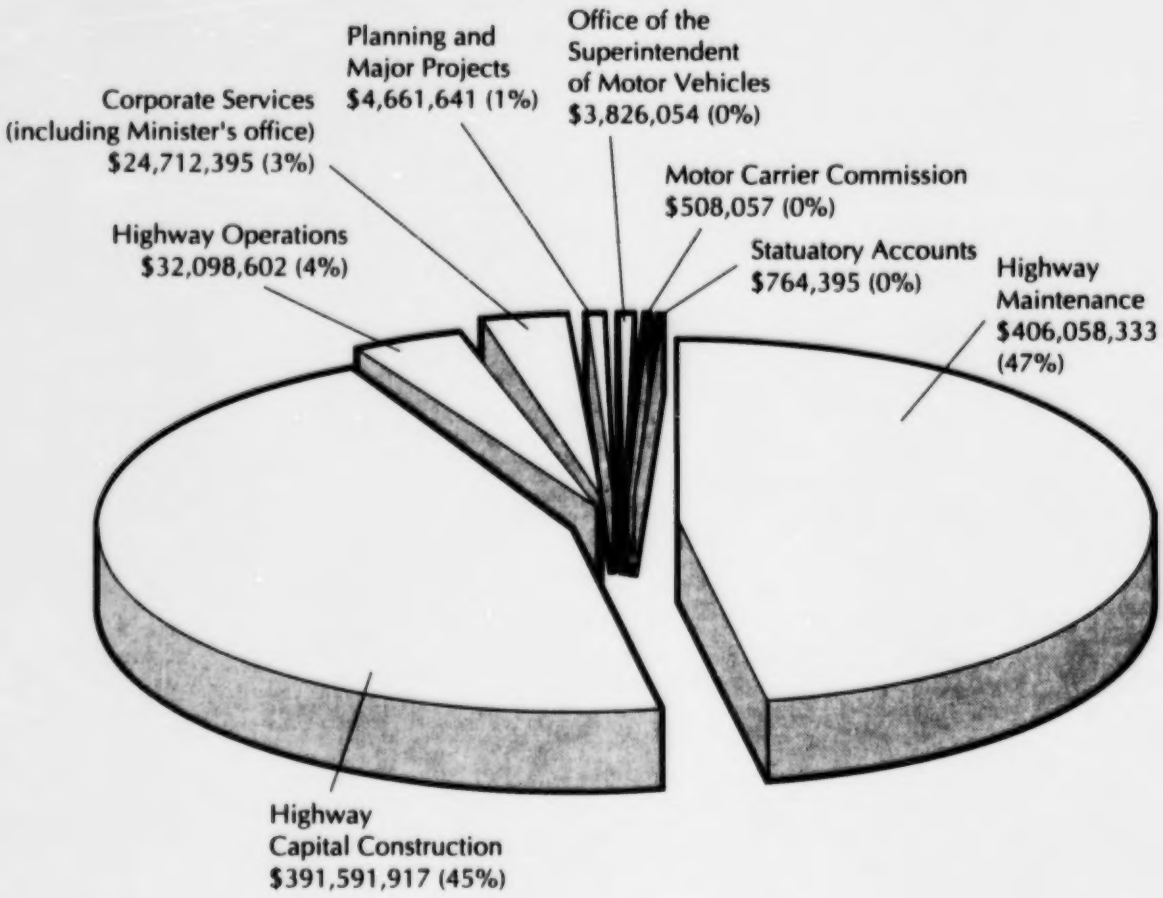
Greater Vancouver Transportation Authority

During the 1997/98 fiscal year, the Province and the Greater Vancouver Regional District (GVRD) ratified an agreement to reform governance and funding for transit, major roadways and transportation demand management in Greater Vancouver. The agreement called for the establishment of a Greater Vancouver Transportation Authority (GVTA) in April 1999 to plan and implement transportation facilities and services in support of the region's growth strategy.

This authority was to have the power to raise revenues to pay for infrastructure and services. In particular, it was agreed that the GVTA would receive a share of the provincial fuel taxes collected in the Greater Vancouver region. The authority would also acquire and dispose of assets, borrow and hold debt, identify projects and negotiate cost-sharing agreements with the province, and establish subsidiaries. It would be governed by a 15-member board, with 12 members appointed by the GVRD and three by the province.

The plan to create the new regional authority had significant implications for the ministry. Greater Vancouver agreed to take responsibility for 727 lane kilometres of arterial roads (to be operated by municipalities pending the creation of a regional major road network). The GVTA would also assume responsibility for the Knight Street, Patullo and Canoe Pass bridges, a truck weight scale at the south end of the Patullo Bridge, the Albion ferry, and 187 traffic signals, and it would engage the ministry employees that currently operate these facilities.

HOW THE TRANSPORTATION AND HIGHWAYS DOLLAR WAS SPENT
April 1, 1998 to March 31, 1999

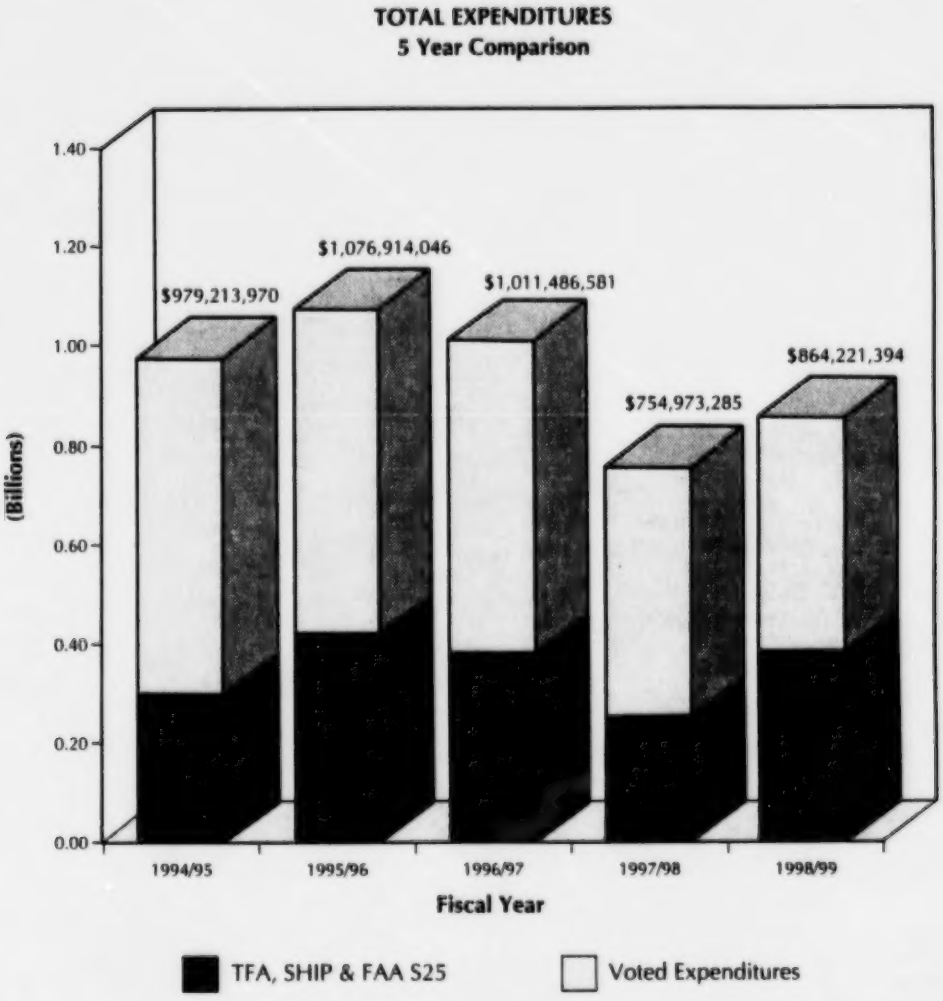


HOW THE TRANSPORTATION AND HIGHWAYS DOLLAR WAS SPENT
Fiscal Year 1998/99

	Voted Expenditures	OTHER FUNDING SOURCES TFA	SHIP	IWP	3rd Party Expenditures	Total Expenditures	%
1. Highway Maintenance							
- Roads and Bridges Maintenance	312,306,661				3,361,413	315,668,074	36.53%
- Other Maintenance Expenditures	66,545,598				499,637	67,045,235	7.76%
- Non-Capital Rehabilitation	22,561,910				783,114	23,345,024	2.70%
Total Highway Maintenance	**401,414,169**				**4,644,164**	**406,058,333**	**46.99%**
2. Highway Capital Construction							
- Recoverable Minor Highway Capital Construction:		65,701,229	136,917	16,630,757	2,185,395	84,654,298	9.8%
- Recoverable Major Highway Capital Construction:							
- Fraser River Crossing and Connectors		294,802				294,802	0.03%
- Port Mann Bridge		1,271,528				1,271,528	0.15%
- Vancouver Island Highway		110,947,948				110,947,948	12.84%
- Duke Point Access Road		306,808				306,808	0.04%
- Trans-Canada Highway - Lower Mainland Section		29,446,465				29,446,465	3.41%
- Trans-Canada Highway - Cache Creek to Rockies		11,033,729				11,033,729	1.28%
- Okanagan Lake Bridge		1,762,306				1,762,306	0.20%
- Barnet/Hastings Corridor		3,130				3,130	0.00%
- Recoverable Highway Rehabilitation		147,260,928			3,360,670	150,621,598	17.43%
- Non-Recoverable Highway Capital Construction	1,249,305					1,249,305	0.14%
Total Highway Capital Construction	**1,249,305**	**368,028,873**	**136,917**	**16,630,757**	**5,546,065**	**391,591,917**	**45.31%**
3. Highway Operations	**30,538,881**				**1,559,721**	**32,098,602**	**3.71%**
4 Corporate Services (includes Minister's Office)	**24,703,308**				**9,087**	**24,712,395**	**2.86%**
5. Planning and Major Projects	**4,496,829**				**164,812**	**4,661,641**	**0.54%**
6. Office of Superintendent of Motor Vehicles	**3,826,054**					**3,826,054**	**0.44%**
7. Motor Carrier Commission	**508,057**					**508,057**	**0.06%**
8. Statutory Accounts							
- Motor Vehicle Impound Refunds	37,485					37,485	0.00%
- Valuation Allowance	5,238					5,238	0.00%
- Tangible Capital Assets	(4,240,365)					(4,240,365)	-0.49%
- Amortization Expense	4,962,037					4,962,037	0.57%
Total Statutory Accounts	**764,395**					**764,395**	**0.09%**
Total Ministry	**467,500,998**	**368,028,873**	**136,917**	**16,630,757**	**11,923,849**	**864,221,394**	**100.00%**

Note: - TFA denotes BC Transportation Financing Authority.
- SHIP denotes Strategic Highway Improvement Program.
- IWP denotes Infrastructure Works Program.
- Third Party recoveries including Sect 25 accounts.

EXPENDITURES
Five-year Comparison



Note:

- 'TFA' denotes 'Transportation Financing Authority'
- 'FAA S25' denotes 'Financial Administration Act - Section 25'; funding provided by third parties
- 'SHIP' denotes the Strategic Highway Improvements Program funded by the federal government.

SUMMARY OF EXPENDITURES BY APPROPRIATION
Fiscal Year 1998/99

Vote	Description	Estimates ($)	Budget Reallocations ($)	Other Authorizations ($)	Total Appropriations ($)	Actual Expenditures ($)
60	Minister's Office	414,000			414,000	398,594
61	Ministry Operations	470,278,000			470,278,000	466,338,009
	Statutory:					
	- Motor Vehicle Impound Refunds			37,485	37,485	37,485
	- Valuation Allowance			5,238	5,238	5,238
	Tangible Capital Assets			(4,240,365)	(4,240,365)	(4,240,365)
	Amortization Expense			4,962,037	4,962,037	4,962,037
	Total Voted Appropriations	**470,692,000**	**0**	**764,395**	**471,456,395**	**467,500,998**
	Funding Provided by the TFA[a]					**368,028,873**
	Funding Provided by the Federal Gov't (SHIP)[b]					**136,917**
	Funding Provided by the IWP[c]					**16,630,757**
	Other Third Party Funding (including F.A.A. Section 25)[d]					**11,923,849**
	Total Highways Expenditures					**864,221,394**

Notes ***(a)*** *'TFA' denotes 'Transportation Financing Authority'.*

(b) *'SHIP' denotes 'Strategic Highways Improvement Program'.*

(c) *"IWP" denotes 'Infrastructure Works Program.'*

(d) *'F.A.A. Section 25' denotes Section 25 of the Financial Administration Act which allows for highway related projects to be funded by sources outside of the Provincial Government.*

SUMMARY OF REVENUES BY SOURCE
Fiscal Year 1998/99

			Actual $
SOCIAL SERVICES TAX:			**314,201**
OTHER REVENUE:			
Motor Vehicle Licences and Permits			
Motor Vehicle Act Licences and Permits		188,469,120	
Commissions - MVA - ICBC		(28,267,742)	
Commissions - MVA - Appointed Agents		(1,358,880)	
Commercial Transport Act - Licences and Permits		137,290,227	
Commissions - CTA - Appointed Agents		(645,052)	
Motor Vehicle (All Terrain) Act - Permits		52,664	
Motor Carrier Act - Licences and Permits		2,663,412	
Interest on Motor Vehicle Branch Accounts Receivable		90,401	
Valuation adjustment		(11,568)	
Total Motor Vehicle Licences and Permits			**298,282,581**
Coquihalla Highways Tolls			
Coquihalla Highway Tolls - Canadian Currency		38,475,646	
Coquihalla Highway Tolls - U.S. Currency		379,222	
Total Coquihalla Highways Tolls			**38,854,868**
Other Fees and Licences			
Miscellaneous:			
Miscellaneous Sales	25,170		
Fees, Permits, and Licences	306,574		
Contract Document Sales	111,909		
Total Miscellaneous		443,653	
Vehicle Emission Test Fees		19,352,756	
Commissions - Envirotest for Vehicle Emission Testing		(19,282,143)	
Total Other Fees and Licences			**514,265**
Investment Earnings			
Foreign Exchange			**131,150**
Miscellaneous			
Violation Fines/Penalties		89,259,384	
Commissions - Collection Agents for Violations Fines		(3,561,403)	
Insurance Claim Receipts		239,592	
Other Miscellaneous:			
Misc. Revenue - A/G Misc receipts	168		
Dishonoured Cheque Service Fee	50,316		
Miscellaneous Receipts - Highways	895,547		
Miscellaneous Receipts -All Other	89		
FOI Revenue	629		
Street Lighting	926,900		
Salary Recoveries	1,470		
Recovery of Prior Years' Expenditures	535,593		
Total Other Miscellaneous		2,410,711	
Total Miscellaneous			**88,348,284**
Asset Disposition			
Gain/Loss on disposal of buildings			**(116,874)**
TOTAL REVENUE:			**426,328,475**

NOTE: *Revenues shown reflect only ICBC and Ministry of Transportation and Highways receipts.*

Information in the Public Accounts will contain revenue from all ministries, particularly in the case of "Miscellaneous" receipts.

SUMMARY OF EXPENDITURES BY RESPONSIBILITY CENTRE
Fiscal Year 1998/99

Responsibility Centre (Region/District/Branch)	Total Voted Expenditures $	TFA[a] Funded Exp's $	S.H.I.P.[b] Funded Exp's $	IWP[c] Funded Exp's $	3rd Party[d] Funded Exp's $	Total Expenditures $
MINISTER'S OFFICE	**398,594**	**0**	**0**	**0**	**0**	**398,594**
EXECUTIVE						
Deputy Minister	562,018					562,018
Director, Communications	1,170,786					1,170,786
Corporate Policy and Planning	586,035					586,035
TOTAL EXECUTIVE	**2,318,839**	**0**	**0**	**0**	**0**	**2,318,839**
MANAGEMENT SERVICES & MOTOR VEHICLES						
ADM, Management Services	929,052					929,052
Director, Finance and Administration	8,707,529					8,707,529
BCTFA Program Support		16,700,000[e]			9,087	16,709,087
Director, Information Systems	11,302,291					11,302,291
Director, Freedom of Information and Privacy	564,057					564,057
Director, Human Resources	1,730,054					1,730,054
Director, Corp Improvement & Accountability	186,172					186,172
TOTAL ADMIN SERVICES DEPARTMENT	**23,419,155**	**16,700,000**	**0**	**0**	**9,087**	**40,128,242**
PLANNING AND MAJOR PROJECTS DEPARTMENT						
ADM, Planning and Major Projects	403,898				6,980	410,878
Highway Planning & Major Projects Transition	95,093					95,093
Director, Properties	614,979					614,979
Director, Highway Planning	2,174,774				157,832	2,332,606
BCTFA Recovery Program - Program Support	(200,000)					(200,000)
Manager, Fin. & Admin., Planning & Major Projects	805,662					805,662
Director, Programming & Monitoring	624,027			14,931,189		15,555,216
Major Projects	(44,200)					(44,200)
Okanagan Lake Bridge		1,762,307				1,762,307
Director, Vancouver Island Highway		110,999,756			361,610	111,361,366
Director, Fraser River Crossing & Connectors		294,803				294,803
Director, TCH - Lower Mainland Section		29,131,465			831,700	29,963,165
Director, Cache Creek to Rockies		11,033,730				11,033,730
Director, Port Mann Bridge		1,271,528				1,271,528
TOTAL PLANNING AND MAJOR PROJECTS	**4,474,233**	**154,493,589**	**0**	**14,931,189**	**1,358,122**	**175,257,133**
HIGHWAY OPERATIONS DEPARTMENT						
ADM, Highway Operations	1,062,231					1,062,231
BCTFA Recovery - Program Support	(16,500,000)					(16,500,000)
Director, Construction and Maintenance	1,773,407					1,773,407
Construction Engineer	382,052					382,052
Rehabilitation Engineer	569,263					569,263
Manager, Snow Avalanche	977,883				59,500	1,037,383
Materials and Equipment	(2,060,169)					(2,060,169)
Manager, Maintenance Programs	663,905					663,905
Manager, Radio Communications	(503,100)					(503,100)
Chief Engineer	1,232,522					1,232,522
Senior Traffic Engineer	223,030				36,183	259,213
Deputy Chief, Bridge Engineering	1,494,449				11,949	1,506,398
Senior Environmental Manager	372,675				150,805	523,480
Geotechnical and Materials Engineer	511,620				577,413	1,089,033
Senior Safety Engineer	230,122				3,458	233,580
Senior Highway Engineer	712,666				2,953	715,619

Continued next page

SUMMARY OF EXPENDITURES BY RESPONSIBILITY CENTRE (continued)
Fiscal Year 1998/99

Responsibility Centre (Region/District/Branch)	Total Voted Expenditures $	TFA[a] Funded Exp's $	S.H.I.P.[b] Funded Exp's $	IWP[c] Funded Exp's $	3rd Party[d] Funded Exp's $	Total Expenditures $
Director, Aboriginal Relations	1,626,739				100,919	1,727,658
Director, Marine	15,811,008	368,775				16,179,783
TOTAL HIGHWAY OPERATIONS DEPT.	**8,580,303**	**368,775**	**0**	**0**	**943,180**	**9,892,258**
TOTAL HEADQUARTERS	**39,191,124**	**171,562,364**	**0**	**14,931,189**	**2,310,389**	**227,995,066**
REGION 1 - SOUTH COAST						
South Coast Regional Office	25,394,211	34,888,093			954,879	61,237,183
Howe Sound District	14,793,173	977,491		796,723	767,795	17,335,182
Sunshine Coast Contract Area	3,618,246					3,618,246
Lower Mainland District	17,289,191	314,999			3,447,407	21,051,597
Fraser Valley District	17,061,020	613,044		75,000	156,960	17,906,024
Electrical District	4,806,329					4,806,329
Director, Barnet/Hastings Corridor		3,130				3,130
TOTAL REGION 1 - SOUTH COAST	**82,962,170**	**36,796,757**	**0**	**871,723**	**5,327,041**	**125,957,691**
REGION 2 - THOMPSON-OKANAGAN						
Thompson-Okanagan Regional Office	9,382,066	31,849,233			1,055,728	42,287,027
South Okanagan District	16,917,911	2,350,899			502,509	19,771,319
Okanagan-Shuswap District	15,611,378	1,670,798				17,282,176
Nicola District	15,211,740	1,029,253			70,000	16,310,993
Thompson District	12,020,866	1,354,629			26,000	13,401,495
South Cariboo District Contract Area	13,407,619					13,407,619
Cariboo District	13,906,865	7,291,183		46,500	65,000	21,309,548
TOTAL REGION 2 - THOMPSON-OKANAGAN	**96,458,445**	**45,545,995**	**0**	**46,500**	**1,719,237**	**143,770,177**
REGION 3 - KOOTENAYS						
Kootenays Regional Office	5,299,446	24,165,298	136,917		15,000	29,616,661
Kootenay Boundary District	13,068,048	1,517,644			161,000	14,746,692
Central Kootenay District	18,257,171	1,449,591				19,706,762
East Kootenay District	13,730,504	1,248,790			46,334	15,025,628
Selkirk District	11,987,780	568,834		715,345	100,883	13,372,842
TOTAL REGION 3 - KOOTENAYS	**62,342,949**	**28,950,157**	**136,917**	**715,345**	**323,217**	**92,468,585**
REGION 4 - CENTRAL/NORTH EAST						
Central/North East Regional Office	7,290,286	47,529,822		66,000	1,850,600	56,736,708
North Cariboo District	12,307,672					12,307,672
Fort George District	15,045,973	6,289				15,052,262
Robson District	7,366,527	50,000				7,416,527
South Peace District	17,078,836					17,078,836
North Peace District	15,898,175					15,898,175
Nechako District	8,670,467	160,408				8,830,875
TOTAL REGION 4 - CENTRAL/NORTH EAST	**83,657,936**	**47,746,519**	**0**	**66,000**	**1,850,600**	**133,321,055**
REGION 5 - NORTH WEST						
North West Regional Office	3,675,113	18,072,780				21,747,893
Lakes District	6,385,469					6,385,469
Bulkley Nass District	13,575,270	1,070,158				14,645,428
Skeena District	8,286,539	1,071,668			10,000	9,368,207
North Coast Contract Area	3,356,195					3,356,195
Stikine District	13,132,204	785,388				13,917,592
TOTAL REGION 5 - NORTH WEST	**48,410,790**	**20,999,994**	**0**	**0**	**10,000**	**69,420,784**

Continued on next page

SUMMARY OF EXPENDITURES BY RESPONSIBILITY CENTRE (continued)
Fiscal Year 1998/99

Responsibility Centre (Region/District/Branch)	Total Voted Expenditures $	TFA[a] Funded Exp's $	S.H.I.P.[b] Funded Exp's $	IWP[c] Funded Exp's $	3rd Party[d] Funded Exp's $	Total Expenditures $
REGION 6 - VANCOUVER ISLAND						
Vancouver Island Regional Office	6,421,204	14,380,201			70,264	20,871,669
South Island District	13,283,805	575,959			101,034	13,960,798
Central Island District	13,305,540	997,797			56,000	14,359,337
North Island District	15,438,997	473,130			156,067	16,068,194
TOTAL REGION 6 - VANCOUVER ISLAND	**48,449,546**	**16,427,087**	**0**	**0**	**383,365**	**65,259,998**
TOTAL REGIONS/DISTRICTS	**422,281,836**	**196,466,509**	**136,917**	**1,699,568**	**9,613,460**	**630,198,290**
MOTOR VEHICLE BRANCH						
MVB Administration	3,815,613					3,815,613
MVB Transfer	2,835,886					2,835,886
MVB/ICBC Recovery	(2,841,071)					(2,841,071)
TOTAL MOTOR VEHICLE BRANCH	**3,810,428**	**0**	**0**	**0**	**0**	**3,810,428**
MOTOR CARRIER COMMISSION						
Motor Carrier Commission	506,054					506,054
TOTAL MOTOR CARRIER COMMISSION	**506,054**	**0**	**0**	**0**	**0**	**506,054**
STATUTORY ACCOUNTS & OTHER EXPENDITURES						
Motor Vehicle Impound Refunds	37,485					37,485
Valuation Allowance	5,238					5,238
Tangible Capital Assets	(4,240,365)					(4,240,365)
Amortization Expense	4,962,037					4,962,037
Leave Liability	947,161					947,161
TOTAL STATUTORY ACCOUNTS	**1,711,556**	**0**	**0**	**0**	**0**	**1,711,556**
TOTAL MINISTRY EXPENDITURES	**467,500,998**	**368,028,873**	**136,917**	**16,630,757**	**11,923,849**	**864,221,394**

Notes:

(a) TFA - denotes Transportation Financing Authority.

(b) S.H.I.P. - denotes the Strategic Highway Improvement Program funded by the Federal Government.

(c) IWP - denotes Infrastructure Works Program funded by Municipal, Federal and TFA.

(d) Third Party Recoveries including FAA S25

(e) $16,700,000 represents the overhead costs in support of TFA projects during 1997/98. The full amount was deemed recoverable from the TFA.

EXPENDITURES ON FRESH WATER FERRIES
Maintenance and Operations, Fiscal Year 1998/99

Name of Ferry	Total Expenditures $
Adams Lake Ferry	341,224
Albion - Fort Langley Ferry	3,428,601
Arrow Park Ferry	276,742
Barnston Island Ferry	565,534
Big Bar Ferry	167,012
Francois Lake Ferry	2,041,071
Glade Ferry	288,355
Harrop Ferry	397,654
Kootenay Lake Ferry	2,956,750
Lytton Ferry	323,594
Little Fort Ferry	115,588
McLure Ferry	98,045
Marguerite Ferry	116,985
Needles - Fauquier Ferry	725,517
Upper Arrow Lakes Ferry	2,486,016
Usk Ferry	224,908
TOTAL FERRY MAINTENANCE AND OPERATIONS	**14,553,596**

HIGHWAY MAINTENANCE EXPENDITURES
Fiscal Year 1998/99

Contract Area	Payments to Road & Bridge Contractors	Additional & Emergency Payments to Contractors	District Operations	District Ferry Maintenance	Total
1. South Island	11,301,913		1,737,819		13,039,732
2. Nanaimo	11,622,502		1,396,523		13,019,025
3. Courtenay	13,647,581		1,574,711		15,222,292
4. North Vancouver	10,667,962	30,000	3,080,053		13,778,015
5. Gibsons	3,591,246		27,000		3,618,246
6. New Westminster	14,722,845		2,141,607		16,864,452
7. Chilliwack	14,835,217		2,051,069		16,886,286
8. Penticton-Kelowna	14,714,223	24,915	1,720,492		16,459,630
9. Grand Forks-Rossland	11,633,810		1,308,881		12,942,691
10. Nelson-Creston-New Denver	16,572,331		1,631,836		18,204,167
11. Cranbrook-Fernie	11,986,166		1,380,818		13,366,984
12. Revelstoke-Golden	10,482,019		1,467,566		11,949,585
13. Vernon-Salmon Arm	13,745,273		1,500,468		15,245,741
14. Merritt	13,196,106	21,880	1,221,794	323,594	14,763,374
15. Kamloops	10,383,795		1,236,644	213,633	11,834,072
16. 100 Mile House-Lillooet	13,407,619				13,407,619
17. Williams Lake	11,280,949		2,085,903	167,012	13,533,864
18. Quesnel	11,087,006		1,044,347	116,985	12,248,338
19. Prince George	13,639,433		1,168,432		14,807,865
20. McBride	6,401,814		870,276		7,272,090
21. Dawson Creek	13,884,368		1,111,524		14,995,892
22. Fort St. John	12,685,208		1,240,346		13,925,554
23. Vanderhoof	7,778,834		667,791		8,446,625
24. Burns Lake	6,385,469				6,385,469
25. Smithers	10,848,576		1,893,636		12,742,212
26. Terrace	6,529,939		812,071	224,908	7,566,918
27. Prince Rupert	3,356,195				3,356,195
28. Dease Lake	11,712,193		1,054,181		12,766,374
Sub-Total District Contract Areas	**312,100,592**	**76,795**	**35,425,788**	**1,046,132**	**348,649,307**
Headquarters/Regional Road and Bridge Maintenance Activities					11,512,298
Headquarters Ferry Maintenance and Operations					14,118,954
Electrical Maintenance Activities					4,571,700
Non-Capital Rehabilitation					22,561,910
Ministry 1998/99 Highway Maintenance Expenditures					**401,414,169**
Third Party Contributions - F.A.A. Section 25 Expenditures					4,644,164
Total 1998/99 Highway Maintenance Expenditures					**406,058,333**

EXPENDITURES BY ELECTORAL DISTRICT
Fiscal Year 1998/99

		Recoverable Highway Rehabilitation $	Minor Capital Construction $	Non-Recov. Capital Construction $	Fraser River Crossing & Connectors $	Port Mann Bridge$	Vancouver Island Highway $	Duke Point Access Road $	TCH-Lower Mainland Section $	TCH-Cache Creek to Rockies $	Okanagan Lake Bridge $	Barnet/ Hastings Corridor $	Total Expended $	S.H.I.P. & Third Party Recoveries $	Net Expended $
1	Abbotsford	424,354	1,135,431	26,531									1,586,316	(86,670)	1,499,646
2	Alberni	4,272,455	3,716,395										7,988,850	(377,705)	7,611,145
3	Bulkley Valley-Stikine	10,871,421	3,394,333	310,153									14,575,907	(377,650)	14,198,257
4	Burnaby-Edmonds		1,134,335						14,161,184				15,295,519	(1,091,932)	14,203,587
5	Burnaby North		448,214									(44,639)	403,575		403,575
6	Burnaby-Willingdon		89,000						8,496,712				8,585,712	(404,000)	8,181,712
7	Cariboo North	169,291	2,429,017										2,598,308	(15,000)	2,583,308
8	Cariboo South	9,944,693	481,257										10,425,950	(386,662)	10,039,288
9	Chilliwack	359,616	1,208,791										1,568,407	(1,199,067)	369,340
10	Columbia River-Revelstoke	3,066,672	884,220							2,518,401			6,469,293	(604,898)	5,864,395
11	Comox Valley	378,493	535,265	19,250			73,014,501						73,947,509	(555,265)	73,392,244
12	Coquitlam-Maillardville		4,691			810,282			5,372,457				6,187,430		6,187,430
13	Cowichan-Ladysmith	869,319	282,819				15,699,709						16,851,847	(282,819)	16,569,028
14	Delta North		230,890										230,890		230,890
15	Delta South	97,678	15,923										113,601		113,601
16	Esquimalt-Metchosin	221,492	313,048				782,325						1,316,865	(380,047)	936,818
17	Fort Langley-Aldergrove	531,797											531,797		531,797
18	Kamloops	1,062,367	706,766	146,653						4,492,411			6,408,197	(732,766)	5,675,431
19	Kamloops-North Thompson	5,821,333	10,842,126							710,990			17,374,449	(170,736)	17,203,713
20	Kootenay	5,363,347	366,709										5,730,056	(221,888)	5,508,168
21	Langley	75,000											75,000		75,000
22	Malahat-Juan De Fuca	1,917,548	46,331				8,197,321						10,161,200	(46,331)	10,114,869
23	Maple Ridge-Pitt Meadows	41,460	99,658										141,118	(49,666)	91,452
24	Matsqui	52,500											52,500	(31,000)	21,500
25	Mission-Kent	3,092,856	2,705,637	1,016									5,799,509	(83,711)	5,715,798
26	Nanaimo	585,704		17,994			919,951	306,808					1,830,457	(22,769)	1,807,688
27	Nelson-Creston	8,797,361	2,538,464										1,335,825	(1,248,085)	10,087,740
28	New Westminster		934,939		147,401								1,082,340	(934,939)	147,401
29	North Coast	2,577,955	2,271,783										4,849,738	(433,255)	4,416,483
30	North Island	1,982,845	1,847,349	350,002			2,648,284						6,828,480	(310,801)	6,517,679
31	North Vancouver-Lonsdale	948,377	150,345	26,531									1,125,253		1,125,253
32	North Vancouver-Seymour	1,256,212	249,610										1,505,822	(324,610)	1,181,212
33	Oak Bay-Gordon Head		136,117										136,117	(136,117)	0
34	Okanagan-Boundary	4,257,877	372,531										4,630,408	(164,332)	4,466,076
35	Okanagan East	685,980	185,659										871,639	(7,000)	864,639
36	Okanagan-Penticton	53,393	3,049	250,000									306,442	(6,000)	300,442
37	Okanagan-Vernon	808,358	679,310										1,487,668	(666,666)	821,002
38	Okanagan West	856,148	2,504,824								1,762,306		5,123,278	(305,252)	4,818,026

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EXPENDITURES BY ELECTORAL DISTRICT (continued)
Fiscal Year 1998/99

		Recoverable Highway Rehabilitation $	Minor Capital Construction $	Non-Recov. Capital Construction $	Fraser River Crossing & Connection $	Port Mann Bridge $	Vancouver Island Highway $	Duke Point Access Road $	TCH-Lower Mainland Section $	TCH-Cache Creek to Revelstoke $	Okanagan Lake Bridge $	Barrey/ Heritage Corridor $	Total Expended $	SHEP & Third Party Recoveries $	Net Expended $
39	Parksville-Qualicum	407,752	28,880				2,230,381						2,667,013	(56,000)	2,611,013
40	Peace River North	14,219,506	322,712										14,542,218	(1,896,812)	12,645,406
41	Peace River South	11,467,658	520,351										11,988,009	(222,218)	11,765,791
42	Port Coquitlam	11,460	10,246										21,706		21,706
43	Port Moody-Burnaby Mountain		126,666									47,769	174,435	(126,666)	47,769
44	Powell River-Sunshine Coast	5,350,752	2,066,913	100,920									7,518,585	(476,664)	7,041,921
45	Prince George-Mount Robson	6,812,363	3,492,425										10,304,788	(367,846)	9,936,942
46	Prince George North	1,338,772											1,338,772		1,338,772
47	Prince George-Omineca	4,237,177	2,490,544										6,727,721	(569,618)	6,157,903
48	Richmond Centre	580,567	60,295										640,862	(60,295)	580,567
49	Richmond East	617,101	15,923		147,401								780,425	(10,000)	770,425
50	Richmond-Steveston												0		0
51	Rossland-Trail	5,900,195	2,104,439										8,004,634	(1,524,783)	6,479,851
52	Saanich North and the Islands	232,268	70,331				55,746						358,345	(70,331)	288,014
53	Saanich South	538,407	43,866				433,318						1,015,591	(43,866)	971,725
54	Shuswap	1,580,151	6,417,313							2,814,203			10,811,667	(1,003,774)	9,807,893
55	Sierra	2,742,784	736,593										3,479,377	(736,592)	2,742,785
56	Surrey-Cloverdale	216,931	821,683			230,623							1,269,237	(60,000)	1,209,237
57	Surrey-Green Timbers		271,905										271,905	(271,905)	0
58	Surrey-Newton		123,086	157									123,243	(17,492)	105,751
59	Surrey-Whalley		241,572			230,623							472,195		472,195
60	Surrey-White Rock		662,597										662,597		662,597
61	Vancouver-Burrard		103,333										103,333	(103,333)	0
62	Vancouver-Fraserview		34,539										34,539	(34,539)	0
63	Vancouver-Hastings	1,725,116	51,809						1,416,112				3,193,037	(51,809)	3,141,228
64	Vancouver-Kensington												0	0	0
65	Vancouver-Kingsway		46,495										46,495	(46,495)	0
66	Vancouver-Langara	1,197,668											1,197,668	(10,000)	1,187,668
67	Vancouver-Little Mountain												0	0	0
68	Vancouver-Mount Pleasant												0	0	0
69	Vancouver-Point Grey	50,000											50,000		50,000
70	Vancouver-Quilchena												0	0	0
71	Victoria-Beacon Hill		723,892										723,892	(723,892)	0
72	Victoria-Hillside	50,935	68,936										119,871	(68,936)	50,935
73	West Vancouver-Capilano	815,379	1,301,816										2,117,195	(55,000)	2,062,195
74	West Vancouver-Garibaldi	6,947,666	1,387,886										8,335,552	(1,460,868)	6,874,684
75	Yale-Lillooet	12,133,610	662,416	98						497,724			13,293,848	(517,193)	12,776,655
98	Headquarters	3,458	16,700,000				6,966,412						23,669,870	(16,703,458)	6,966,412
Total		**150,621,598**	**84,654,258**	**1,249,388**	**294,802**	**1,271,528**	**110,947,948**	**386,888**	**29,446,465**	**11,833,729**	**1,763,306**	**3,138**	**391,591,917**	**(38,948,224)**	**352,643,693**